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CENTRAL INTELLIGENCE AGENCY [REDACTED]

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a certain number of these boxes were taken into the assembly hall, a corresponding number of new boxes was added. About September 1948, after a lapse of several days, a turbine was tested which produced much louder roar than the turbines formerly tested. The successful running of the new type turbine was greeted with loud cheers by the Soviet workers.

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4. [REDACTED] no spur tracks in the plant yard, and nothing was known of the power supply. The plant had a board fence on the side parallel to Leningrad Highway and a barbed wire fence on the other three sides. Watch towers were not observed. The factory police were armed with carbines. **

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* [REDACTED] Comment. [REDACTED] sketch indicating the plant's location and layout see Annex. The report seems to refer to plant previously reported as Aircraft Development Plant No 115. It cannot be determined which of the two designations, 115 or 150, is correct. The location data given in the earlier report and in the present one are in agreement, and also the production data in the current report seems to indicate that the plants are identical. According to the earlier information, jet engines were tested and presumably experimentally installed at this plant. In the Moscow photomap of 22 August 1943, Aircraft Engine Plant No 62 (SU 7340) is entered on the site reported for Plant No 115 or 150. However, this plant was not confirmed. Aircraft Accessories Plant No 20 was also entered in that vicinity. The location of the plant as stated in the present report requires confirmation since it is possibly further to the south, perhaps opposite the MAJ Institute.

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** [REDACTED] Comment. From the information available on this installation it is inferred that it is an important test plant of one of the leading Soviet aircraft designers.

1. Annex:

Two sketches of Plant No. 150

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